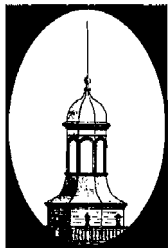


**APPENDIX F**

**DELAWARE STATE HISTORIC PRESERVATION OFFICE  
ARCHAEOLOGICAL SITE FORMS**



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
PROPERTY IDENTIFICATION FORM

CRS # \_\_\_\_\_  
SPO Map \_\_\_\_\_  
Hundred \_\_\_\_\_  
Quad \_\_\_\_\_  
Other \_\_\_\_\_

Seaford And  
Broad Creek  
Sharptown

1. HISTORIC NAME/FUNCTION: Cannon's (Woodland) Ferry
2. ADDRESS/LOCATION: Ferry Crossing Of The Nanticoke River At Woodland Ferry Road
3. TOWN/NEAREST TOWN: Woodland, Delaware vicinity? ☐
4. MAIN TYPE OF RESOURCE: building ☐ structure ☒ site ☐ object ☐  
landscape ☒ district ☐
5. MAIN FUNCTION OF PROPERTY: Ferry Landing and Crossing
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):  
Replacement of Woodland Ferry and Facility Improvements

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
0	CRS 2 Main Building Form	
0	CRS 3 Secondary Building Form	
1	CRS 4 Archaeological Site Form	
1	CRS 5 Structure (Building-Like) Form	Ferry Landing
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Josh Butchko

Principal Investigator name: William B. Liebeknecht

Principal Investigator signature: \_\_\_\_\_

Organization: Hunter Research, Inc. Date: 3/17/2008

## 9. OTHER NOTES OR OBSERVATIONS:

CRS# \_\_\_\_\_

Evidence indicates that Woodland, Delaware, known as Cannon's Ferry until 1882, was home to a ferry across the Nanticoke River as early as the 1740s. Betty Cannon's petition to the Delaware General Assembly in 1793 for exclusive ferrying privileges across the Nanticoke at Cannon's Ferry invoked the long history of her family's ferrying operation at that location, claiming that she, her late husband Jacob Cannon and his father James Cannon had regularly operated a ferry at that site for 50 years (Cannon 1793). While the Maryland General Assembly had passed an act establishing ferries over the Choptank and Nanticoke Rivers in 1671, according to historian Elias Jones, that ferry across the Nanticoke was established at Crotcher's Ferry (present day Brookview, Maryland), not at present-day Woodland (Jones 1902:93). Cannon's was most likely the first ferry to regularly cross the Nanticoke at Woodland.

Not only had the Cannons regularly operated a ferry at Cannon's Ferry between the 1740s and 1793, they also erected and made improvements to the wharves, ferry landings and roads on both sides of the river at their own expense. Therefore, in response to Betty Cannon's petition, on February 2, 1793 the Delaware General Assembly granted Betty and her son Isaac Cannon exclusive ferrying privileges at Cannon's Ferry for a period of 14 years (Delaware General Assembly 1793).

While the Cannons did improve the infrastructure on and around the ferry, they did not provide travelers with reliable ferrying service. When Betty and Isaac Cannon petitioned for renewal of their ferrying rights in 1807, they were met with strong opposition from area residents who railed against the irregular and unreliable service the Cannons provided. The signers of a petition against Betty and Isaac Cannon urged the General Assembly not to grant exclusive ferrying privileges to any single person (Siman et al. 1807). On the other hand, Stephen Moore, the owner of land on the southeast side of the Nanticoke River, petitioned the General Assembly to grant him exclusive ferrying privileges, claiming that the Act granting Cannon exclusive ferrying privileges had deprived him of financial benefits (Moore 1807). In the end, Betty and Isaac Cannon prevailed, as the Delaware General Assembly granted them exclusive ferry privileges for another ten years (Delaware General Assembly 1807).

Betty Cannon continued to operate the ferry until her death in 1828 when it passed to her sons, Jacob and Isaac, who by that time had established a very profitable business in Woodland. The Cannon brothers, as a firm, owned over 4,000 acres in and around Woodland including wharves, stores, warehouses and a number of slaves. The brothers made their fortune in banking and money-lending and were known for their immoral and unethical ways which gained them many enemies (Scharf 1888:1305).

Jacob and Isaac Cannon both died within weeks of each other in 1843. Jacob Cannon met his death at the hands of Owen O'Day. As a result of a dispute over trivial business matters, O'Day shot Cannon on the wharf of the ferry on April 10, 1843. Isaac Cannon died of natural causes less than a month later (Scharf 1888:1305).

After the death of the Cannon brothers, most of their property passed to their sister Luraney Boling, their niece Julia Ann Hall and nephew Jacob Cannon Nicholson (Sussex County Probate Records). Though the Cannons' wills do not address their Woodland property specifically, Jacob Cannon Nicholson seemingly inherited most of the property there as Beers' Atlas of the State of Delaware, published in 1868 indicates that several of the buildings in Cannon's Ferry were owned by "J.C.N." Furthermore, in 1884 Jacob E. Nicholson sold a one-acre lot in town, known as the "Bradley Lot" to the Levy Court of Sussex County (Sussex County Deed 100/162). It is believed that the Woodland Ferry was operated by these descendants of the Cannon family until Sussex County assumed control of the ferry in 1883.

In 1883, the Delaware General Assembly passed an act authorizing the Levy Court of Sussex County to establish and maintain a ferry at Woodland and to make the necessary appropriations to procure a boat. The General Assembly required that the county transport all Delaware citizens across the river at all times between sunrise and sunset free of charge (Delaware General Assembly 1883). Work on the ferry began immediately. In 1883, the Levy Court directed that a small house be constructed at the ferry to shelter passengers during inclement weather. In 1884, Charles M. Cullen, trustee of the Sussex County Levy Court, purchased the one-acre tract of land from Jacob E. Nicholson in order to carry out the demands of the Act of 1883 (Sussex County Deed 100/162; Sussex County Levy Court). This is the first evidence of Sussex County owning land on or around Woodland Ferry.

The Sussex County Levy Court continued to own and operate the ferry until 1935, when the Delaware State Highway Department assumed responsibility for the maintenance of all county roads and associated structures, which included Woodland Ferry. Shortly thereafter, the Delaware State Highway Department replaced the existing ferry with a new two-car ferry. The new wooden ferry, put in service in 1937, was guided by a cable and propelled by a gasoline engine. This ferry operated until decaying infrastructure and a tragic fatal accident forced its closure in 1959 (Office of the Bridge Engineer 1961; Knowles 2007).

That ferry was the last wooden ferry to be regularly used to cross the Nanticoke at Woodland. In 1961, it was replaced with a steel-framed boat constructed by R.T.C. Shipbuilding Corporation using the designs of George Meese of Annapolis, Maryland. The new boat, named the Virginia C, could hold up to three cars, was guided across the river on a cable and was powered by a 122-horsepower diesel engine. In order to accommodate the new boat, the Bridge Section of the Delaware Highway Department designed new slips which were constructed at Woodland by Burger Construction Company of Dover, Delaware (Office of the Bridge Engineer 1961).

The Virginia C has been in use since 1961 despite a number of mechanical issues and breakdowns. After the ferry was closed for nearly a year between 1988 and 1989, and again between 1999 and 2000, Delaware legislators introduced a resolution calling for more regular maintenance and inspection of the ferry to prevent future, long-term delays in service (Shortridge 2000). However it was quickly apparent that the only way to guarantee regular, reliable ferriage across the Nanticoke was to replace and enlarge the ferry and associated infrastructure.

Beers, D. G.  
1868 Atlas of the State of Delaware. Pomeroy & Beers, Philadelphia, Pennsylvania.

Cannon, Betty  
1793 Petition of Betty Cannon respecting Ferry over Nanticoke, 15 January 1793. General Assembly, Legislative Papers. On file, Delaware Public Archives, Dover, Delaware.

Conner, Jeanne Carback  
1996 Footprints on the Nanticoke: A History of the Nanticoke Watershed. Jeanne Carback Conner.

Delaware General Assembly  
1793 An Act Investing in Betty Cannon etc. an exclusive Privilege to keep a Ferry over the River Nanticoke, 2 February 1793. Delaware General Assembly, Enrolled Bills, 1793-1796. On file, Delaware Public Archives, Dover Delaware.

1807 Betty & Isaac Cannon Bill, January 1807. Delaware General Assembly, Legislative Papers, Acts. On file, Delaware Public Archives, Dover, Delaware.

1883 An act to establish a ferry across the Nanticoke River, 19 April 1883. Delaware General Assembly, Enrolled Bills, 1883. On file, Delaware Public Archives, Dover, Delaware.

Jones, Elias  
1902 History of Dorchester County, Maryland. Williams & Wilkins Company Press, Baltimore, Maryland.

Knowles, Jack  
2007 Personal communication (August 29 ).

Moore, Stephen  
1807 Petition of Stephen Moore. 13 January 1807. General Assembly, Legislative Papers. On file, Delaware Public Archives, Dover, Delaware.

Office of the Bridge Engineer  
1961 History of the Woodland Ferry, Sussex County. 14 March 1961. Bill Frank Collection, Box 4, Folder 40, Historical Society of Delaware, Wilmington, Delaware.

Scharf, J. Thomas  
1888 History of Delaware, 1609-1888. L. J. Richards & Co., Philadelphia, Pennsylvania.

Shortridge, Dan

2000 Repairs done, Seaford ferry ready for water. The Daily Times 24 June 2000:1, 6.

Siman, Job et al.

1807 Petitions against Betty and Isaac Cannon. General Assembly, Legislative Papers. On file, Delaware Public Archives, Dover, Delaware.

Sussex County Deeds

On file, Delaware Public Archives, Dover, Delaware.

Sussex County Levy Court

Sussex County Levy Court Docket. On file, Delaware Public Archives, Dover, Delaware.

Sussex County Probate Records

On file, Delaware Public Archives, Dover, Delaware.

**10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):**

a) Time period(s)

- ☐ Pre-European Contact
- ☐ Paleo-Indian
- ☐ Archaic
- ☐ Woodland I
- ☒ Woodland II

- ☐ 1600-1750± Contact Period (Native American)
- ☐ 1630-1730± Exploration and Frontier Settlement
- ☒ 1730-1770± Intensified and Durable Occupation
- ☒ 1770-1830± Early Industrialization
- ☐ 1830-1880± Industrialization and Early Urbanization
- ☒ 1880-1940± Urbanization and Early Suburbanization
- ☒ 1940-1960± Suburbanization and Early Ex-urbanization

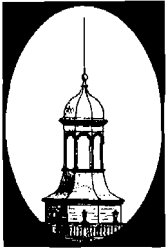
b) Geographical zone

- ☐ Piedmont
- ☐ Upper Peninsula
- ☐ Lower Peninsula/Cypress Swamp
- ☒ Coastal
- ☐ Urban (City of Wilmington)

c) Historic period theme(s)

- |  |  |
|--|--|
| <input type="checkbox"/> Agriculture           | <input checked="" type="checkbox"/> Transportation and Communication       |
| <input type="checkbox"/> Forestry              | <input type="checkbox"/> Settlement Patterns and Demographic Changes       |
| <input type="checkbox"/> Trapping/Hunting      | <input type="checkbox"/> Architecture, Engineering and Decorative Arts     |
| <input type="checkbox"/> Mining/Quarrying      | <input type="checkbox"/> Government  |
| <input type="checkbox"/> Fishing/Oystering     | <input type="checkbox"/> Religion  |
| <input type="checkbox"/> Manufacturing         | <input type="checkbox"/> Education   |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                           |
| <input type="checkbox"/> Finance               | <input type="checkbox"/> Occupational Organizations                        |
| <input type="checkbox"/> Professional Services | <input checked="" type="checkbox"/> Major Families, Individuals and Events |

USE BLACK INK ONLY



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19001

CULTURAL RESOURCE SURVEY  
ARCHAEOLOGICAL SITE FORM

CRS # \_\_\_\_\_  
Site # \_\_\_\_\_  
Soil Map # Web Soil Survey

1. INFORMANT: William B. Liebeknecht

2. SURFACE CONDITION:      cultivated ☐      wooded ☐      fallow ☐  
   submerged ☒      marsh ☐      beach/shoreline ☒      urban ☐

other: Filled in shore line

integrity: good

3. SOIL TYPE: KgB, Web Soil Survey 3/20/2008

4. DESCRIPTION OF FIELD WORK (check all that apply):      surface collection ☐      visibility \_\_\_\_\_ %  
shovel test ☒      measured unit ☒      mechanical stripping ☐  
remote sensing ☒      walkover ☐      informant collection ☐

5. COLLECTIONS:

a) Repository Currently Housed At Hunter Research      Accession # \_\_\_\_\_

Collector/consultant Hunter Research, Inc.

Date \_\_\_\_\_ Surface ☐      Excavation ☐

b) Repository \_\_\_\_\_      Accession # \_\_\_\_\_

Collector/consultant \_\_\_\_\_

Date \_\_\_\_\_ Surface ☐      Excavation ☐

c) Repository \_\_\_\_\_      Accession # \_\_\_\_\_

Collector/consultant \_\_\_\_\_

Date \_\_\_\_\_ Surface ☐      Excavation ☐

d) Repository \_\_\_\_\_      Accession # \_\_\_\_\_

Collector/consultant \_\_\_\_\_

Date \_\_\_\_\_ Surface ☐      Excavation ☐

6. ARTIFACTS: List material and types

CRS # \_\_\_\_\_

Site # \_\_\_\_\_

Prehistoric- a few flakes and two exterior corded Woodland II pottery sherds (found in historic fill)

Historic - mid to late 19<sup>th</sup> century through mid 20<sup>th</sup> century resulting from a combination of local disposal of household trash in the river and deposits brought in to build out the shoreline and increase fast land along the waterfront. These artifacts consisted mainly of ceramics (mostly ironstone china and whiteware with some redware) and glass, both flat (window) and vessel (reflecting a variety of domestic products)

7. FEATURES:

Possible remains of makeshift bulkhead and bank stablization

8. DOCUMENTATION:

Publication/report title	Year
Archaeological Investigation: Replacement of Woodland Ferry and facility Improvements Woodland, Broad Creek and Seaford Hundreds, Sussex County, Delaware	2007

Supporting documentation on file: (Mark the appropriate boxes)

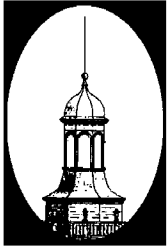
Field notes	yes <input checked="" type="checkbox"/>	no <input type="checkbox"/>
Maps	yes <input checked="" type="checkbox"/>	no <input type="checkbox"/>
Drawings	yes <input checked="" type="checkbox"/>	no <input type="checkbox"/>
Photographs	yes <input checked="" type="checkbox"/>	no <input type="checkbox"/>
Lab Analysis	yes <input checked="" type="checkbox"/>	no <input type="checkbox"/>

Other:

USE BLACK INK ONLY

CRS-4





DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
STRUCTURE (BUILDING-LIKE) FORM

CRS # \_\_\_\_\_

1. ADDRESS/LOCATION: Ferry Crossing Of The Nanticoke River At Woodland Ferry Road
2. FUNCTION: Ferry Crossing IN USE? ☒
3. YEAR BUILT: 1960 CIRCA?: ☒ ARCHITECT/BUILDER: Cannon Family
4. STYLE/PLAN: wooden pilings on each side of the Nanticoke River with a cable in between
5. INTEGRITY: original site ☒ moved ☐  
if moved, from where original location's CRS # year
- 
- list major alterations and additions with dates (if known) year
- a. Pilings periodically replaced and reinforced over time
- b. concrete ramp and stone rip-rap
6. CURRENT CONDITION: excellent ☐ good ☒ fair ☐ poor ☐
7. DESCRIPTION (describe the structure as completely as possible):
- a) Overall shape funnel shaped docking facilities on each side of the Nanticoke River  
height 6 feet  
length 100 feet  
width 170 feet at its widest point
- b) Structural system: wooden pilings
- c) Foundation: wooden pilings, stone rip-rap and concrete
- d) Exterior covering: wood planking

**7. DESCRIPTION (cont'd):**

**CRS #** \_\_\_\_\_

**e) Openings** Docking facilities are open at both ends to allow for the ferry to dock and motor vehicles to board and debark.

**f) Other features** paved approach overlies original causeway



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
MAP FORM

CRS # \_\_\_\_\_

1. ADDRESS/LOCATION: Ferry Crossing Of The Nanticoke River At Woodland Ferry Road
2. NOT FOR PUBLICATION ☐ reason: \_\_\_\_\_
3. LOCATION MAP:

Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map )

INDICATE NORTH ON SKETCH

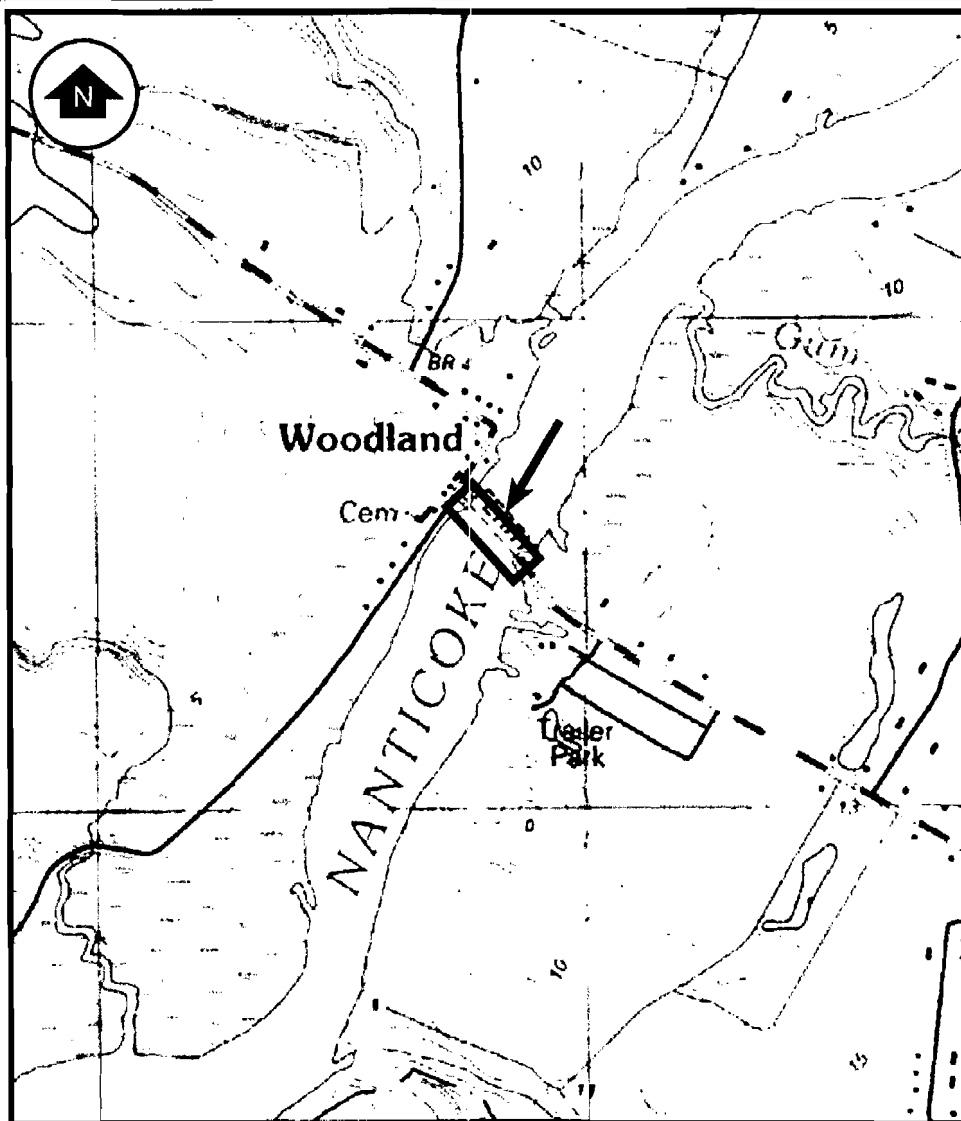


Figure A.1. Location of Project Area (outlined). Source: USGS 7.5' Topographic Series, Sharptown, Md.-Del. (1992). Study area circled. Scale 1 inch = 1,000 feet.

4. SITE PLAN:

CRS # \_\_\_\_\_

INDICATE NORTH ON PLAN

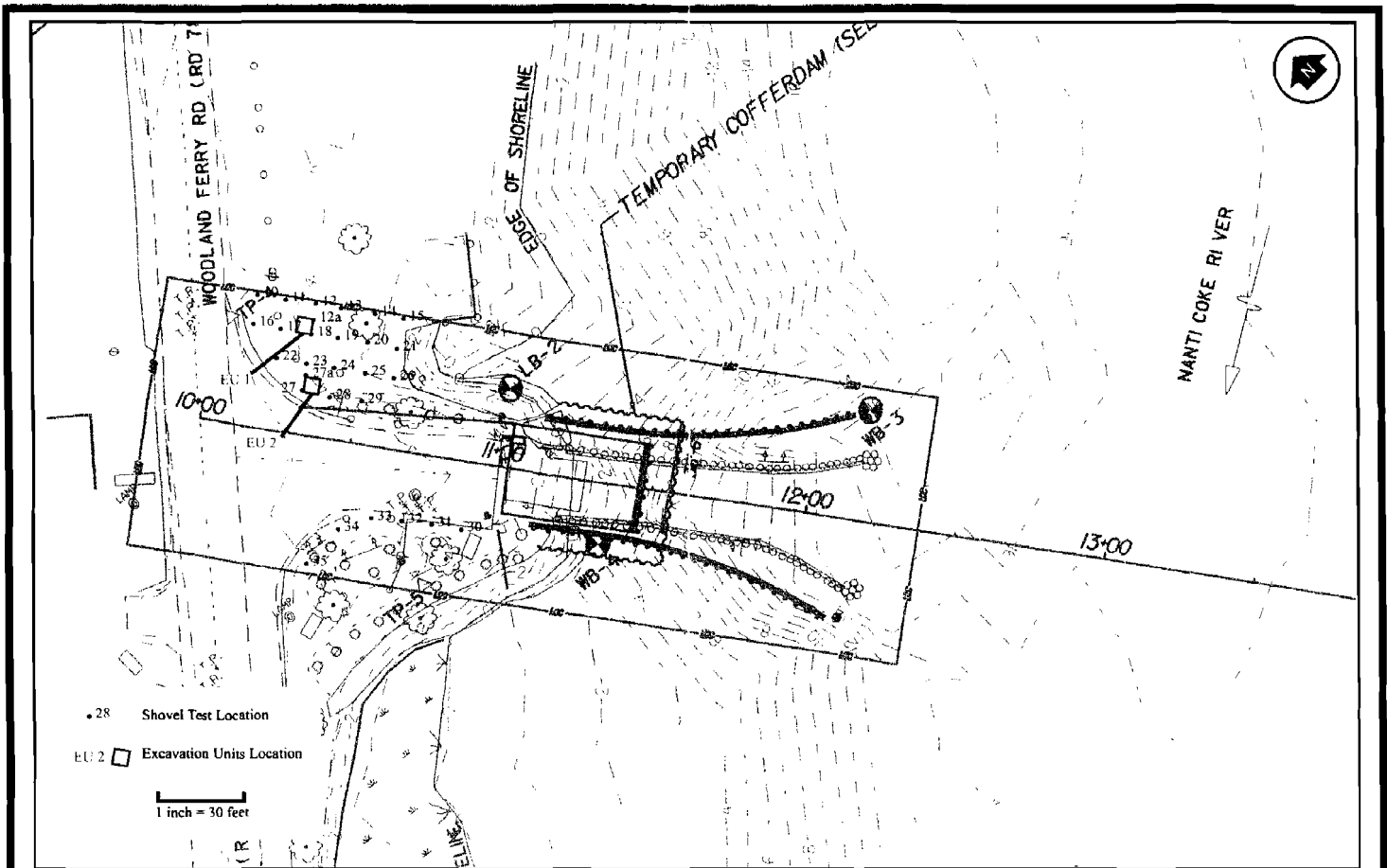


Figure A.3. Plan of the Southeast Bank of the Nanticoke River showing the Locations of Archaeological Tests.

P1

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CRS-9

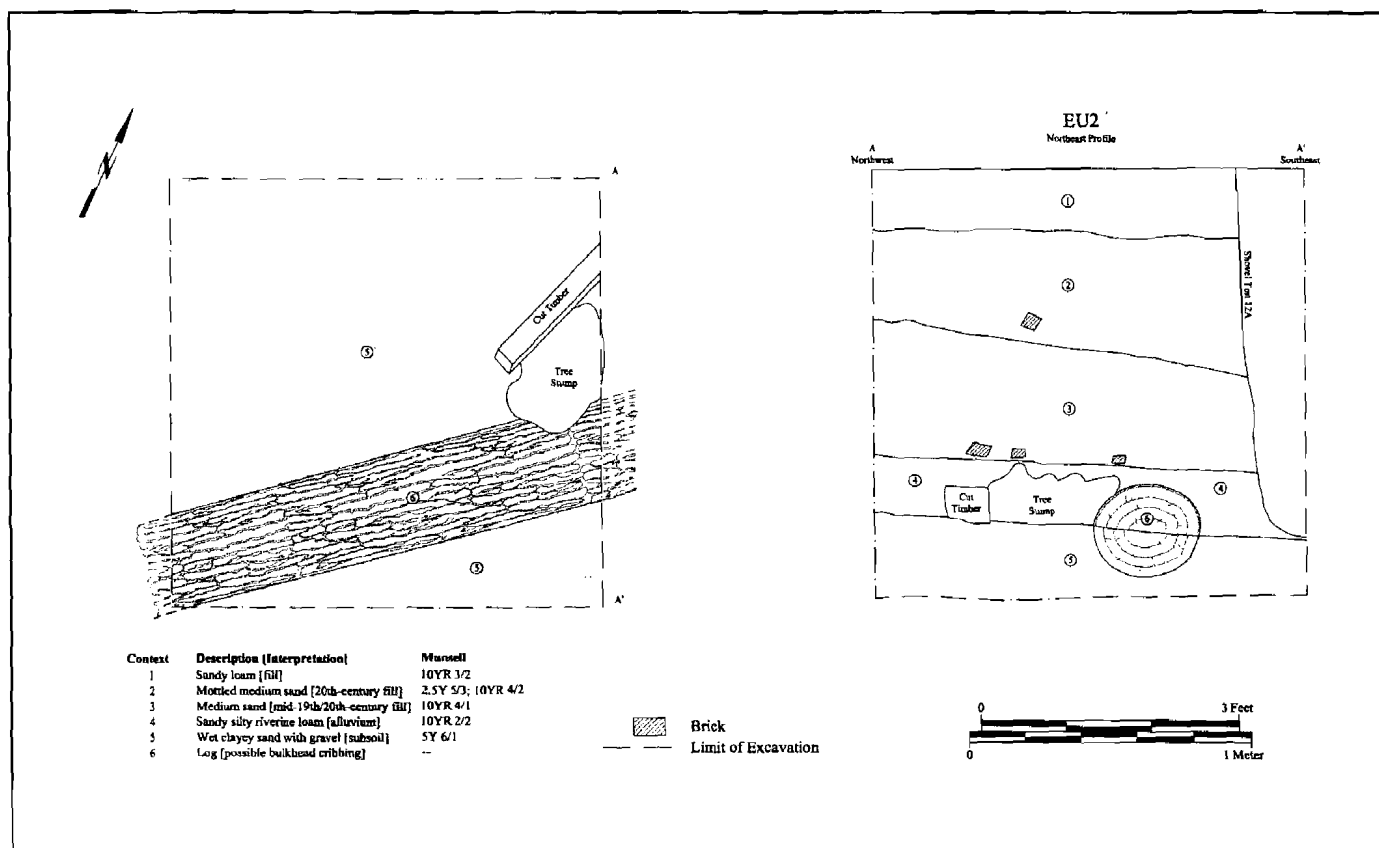


Figure A.6. Excavation Unit 2, Plan and Northeast Profile.